

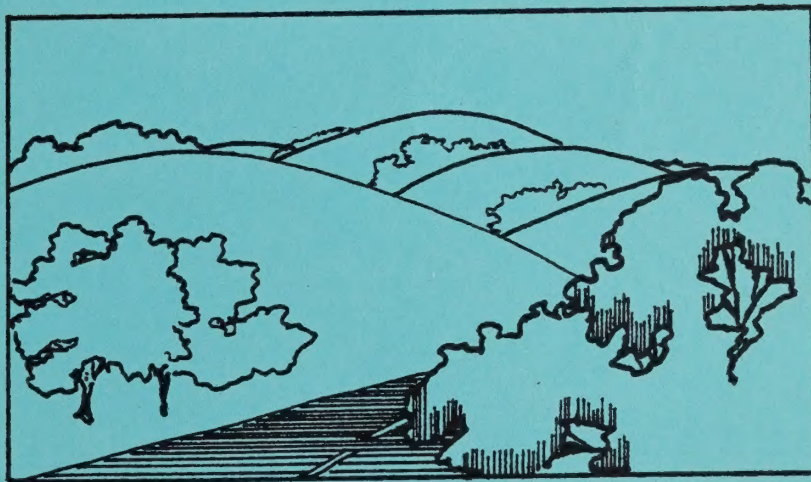
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CITY OF PLEASANT HILL

SCENIC ROUTES ELEMENT

ADOPTED APRIL 4, 1983

RESOLUTION NO. 20-83

A RESOLUTION OF THE CITY COUNCIL, CITY OF PLEASANT HILL, AMENDING THE GENERAL PLAN, ADOPTING THE SAFETY ELEMENT, AMENDING THE SCENIC ROUTES ELEMENT, AMENDING THE NOISE ELEMENT AND AMENDING THE LAND USE ELEMENT TO CHANGE THE DESIGNATION OF THE APPROXIMATE 9.34 ACRES AT THE TERMINUS OF CIVIC DRIVE FROM NEIGHBORHOOD PARK TO CIVIC CENTER AND AMENDING THE TEXT OF THE GENERAL PLAN TO REFLECT THE CHANGES

WHEREAS, the City Council, City of Pleasant Hill, as required by State Law (Title 7, Chapter 3, Article 5, et.al.) has reviewed the amendments to the General Plan as follows:

- 1) Safety Element;
- 2) Scenic Routes Element;
- 3) Noise Element; and
- 4) Land Use Element Amendment - Civic Center Plan; and

WHEREAS, after notice thereof having been duly, regularly and lawfully given, the City Council has held a Public Hearing on the amendments, has reviewed the proffered elements and Resolutions of the Planning Commission, and has examined all pertinent maps and finds that the General Plan should be amended.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby adopts the following General Plan Amendments as shown on the attached documents labeled:

Exhibit "A" - Safety Element

Exhibit "B" - Scenic Routes Element

Exhibit "C" - Noise Element

Exhibit "D" - Land Use Element - Civic Center Plan

ADOPTED by the City Council, City of Pleasant Hill at a meeting of said Council regularly held on the 4th day of April, 1983, by the following vote:

Ayes: Cooper, Mulhall, Weldon, Holmes

Noes:

Absent: Mustard

OLIVER L. HOLMES, Mayor

Attest:

WETONA L. CRAWFORD, City Clerk

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SCENIC ROUTES

INTRODUCTION

The Scenic Routes Element of the General Plan is intended to provide for the establishment and protection of scenic routes throughout the City. The plan designates scenic routes and the standards by which the routes can be protected and enhanced. The designation of scenic routes is based upon: 1) especially interesting native vegetation along the route; 2) sufficient road right-of-way either planned or existing to become aesthetically pleasing by the addition of landscaping and plantings; 3) outstanding vistas; and 4) safe accommodation of motorists, pedestrians, bicyclists and equestrians. A scenic route is generally designated if it meets one or more of these criteria. Within Pleasant Hill there are several routes which meet the selection criteria.

In protecting the aesthetic value of a scenic route, the City is concerned with the scenic corridor, that is, the view shed area extending beyond the public right-of-way, the width of which varies according to terrain, development adjacent to the right-of-way and the extent of other natural features, as well as the roadway itself. For example, portions of Taylor Boulevard provide superb views of the Diablo Valley profiled by Mt. Diablo, while other portions are narrower, evergreen-lined corridors between housing developments. Though of a different character, both provide a pleasant visual experience and both embody the scenic corridor concept in the particular location.

SCENIC ROUTES GOAL

**TO PROTECT AND ENHANCE ALL
ROADWAYS HAVING SPECIAL SCENIC
QUALITIES.**

The Scenic Routes Goal expresses a general theme for developing a more attractive city. While the goal states a major theme, it is the policy and implementation programs that provide the major commitments to obtaining the goal, and thus, are the essence of the element.

POLICY & IMPLEMENTATION PROGRAMS

The State of California, in 1963, implemented a State-wide Scenic Highway Program, the intent of which was to establish procedures for officially designating scenic highways. The designation provides recognition for routes with scenic qualities and indicates to local governments that care should be taken when allowing development adjacent to the route.

Contra Costa County, in its Scenic Routes Element, determined there are a number of routes in the Pleasant Hill Planning Area that would benefit from being included in a scenic roads system. The County adopted Taylor Boulevard and Reliez Valley Road as scenic routes because of their scenic amenities. The Taylor Boulevard and Reliez Valley Road scenic corridors are both affected by decisions made by the County and the City of Pleasant Hill, because administration of land uses adjacent to the roadway is shared by both jurisdictions. It is extremely important that consistent designations be applied to these routes. By designating these scenic routes, the City will thus be ensuring consistent policy with the County.

In addition to the County designated scenic roadways, there are five other visual corridors in Pleasant Hill which should be preserved and enhanced. *Grayson Road*, between Taylor Boulevard and Reliez Valley Road provides the only connection between the two County and City designated scenic roadways in Pleasant Hill. This roadway provides a link in the City's bicycle plan and its rural atmosphere lends itself for designation as a scenic route.

Alhambra Avenue is the western gateway to the City. This road crests the hills separating Pleasant Hill and Martinez, providing splendid vistas of both the Alhambra and Diablo Valleys. To each side of this roadway are significant undeveloped hillsides which provide a pleasant visual experience. Because of these factors the City of Martinez has designated this route a scenic roadway deserving special attention to retain and enhance its scenic qualities. The designation by the City of Pleasant Hill of this roadway as a scenic route ensures that a coordinated effort will be made to preserve the visual integrity of this route.

The roadway that provides the widest array of visual experiences in the City is *Paso Nogal Road* between Alhambra Avenue and Golf Club Road. This narrow roadway winds between several tree covered hills and City parks and provides outstanding vistas of the Diablo Valley. This roadway is unique in its topography and its use as a pedestrian, bicycle and equestrian corridor between the City and the regional parks. Because of these factors the roadway is included as a scenic corridor.

The Paso Nogal Scenic Corridor continues both north along *Morello Avenue* and east along *Golf Club Road*. Both of these roadways have the potential to provide a pleasant visual environment. With the maintenance of the existing landscaping and sensitive treatment of new landscaping as development occurs along these roadways, the Paso Nogal Scenic Corridor will be enhanced and expanded.

The scenic beauty of the City's roadways does not end with the designation of a few selected roadways for enhancement and improvement. A critical component of the City's General Plan has been and continues to be beautification of the City through the planting and maintenance of the public right-of-ways along major arterial streets. To this end major arterial streets should be reviewed to ensure adjacent development enhances the visual image of the City.

POLICY A - SCENIC ROUTES

Provide safe and attractive scenic routes which will serve the motoring public, the bicyclist, the pedestrian and in some areas the equestrian.

Implementation Programs

- A.1 Paso Nogal, Reliez Valley Road, Grayson Road, Taylor Boulevard, Alhambra Avenue/Pleasant Hill Road between Taylor Boulevard and the Martinez City Limits, Morello Avenue, between Paso Nogal and Martinez City Limits and Golf Club Road as shown in Figure No. 1 are designated as Scenic Routes.
- A.2 A scenic setback of a minimum of 50 feet from the public right-of-way shall be maintained along all scenic corridors, said setback shall be improved using the following criteria:
 - a) a natural appearance shall be maintained by the prohibition of any man-made structures, parking areas or other features within the setback that would be inconsistent with a scenic corridor;

- b) a landscape plan shall be prepared and implemented utilizing existing trees, augmented with additional trees and vegetation to provide a visual buffer from development;
- c) pedestrian, bicycle and equestrian trails may be incorporated into the setback;
- d) buildings and structures immediately adjacent to a scenic corridor shall have a low profile.

A.3 The City of Pleasant Hill and the Pleasant Hill Recreation and Park District shall prepare landscape plans for publicly owned properties adjacent to any scenic corridor to enhance the visual appearance.

A.4 The City shall continue to work with neighboring cities, the County and the State in the designation and regulation of scenic corridors.

A.5 The City shall develop landscaping standards for major arterial streets.

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describes the general situation
of the company and its
activities. It also mentions
the main objectives of the
project and the expected
results.

2. The second part of the document
describes the methodology used
for the study. It includes
the data collection methods
and the analysis techniques.


3. The third part of the document
presents the results of the study.
It includes the main findings
and the conclusions drawn from
the data.

4. The fourth part of the document
discusses the implications of the
study. It includes the
limitations of the study and
the suggestions for future
research.

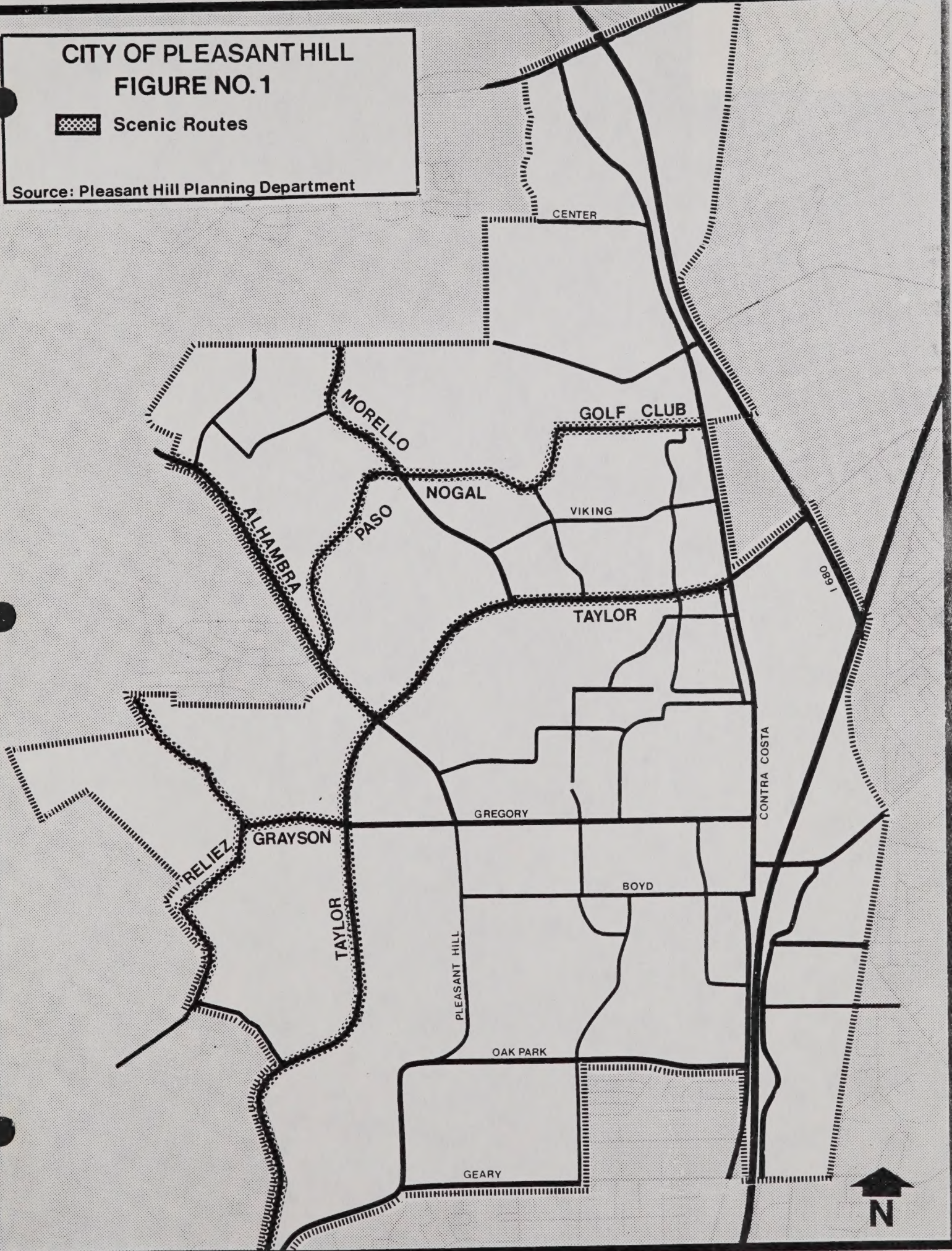
5. The fifth part of the document
concludes the study. It
summarizes the main findings
and the conclusions drawn from
the data.

6. The sixth part of the document
contains the references used
in the study.

CITY OF PLEASANT HILL
FIGURE NO. 1

 Scenic Routes

Source: Pleasant Hill Planning Department



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